



TRAFFIC SAFETY AND PARKING COMMITTEE MINUTES

Wednesday, September 14, 2005 - 6:30 pm

San Bruno City Hall
567 El Camino Real
San Bruno, CA 94066

MINUTES

1. ADMINISTRATIVE ACTIONS -

A. ROLL CALL

<u>TSPC Members:</u>	<u>Present</u>	<u>Absent</u>
(Chair) Sol Weiner	X	
(Vice-Chair) Stephen Pieraldi	X	
John Giuseponi	X	
Peter Jalilie	X	
Doris Maez	X	

Staff in Attendance:

Merrill Buck, Public Works Department
Frans Lind, Public Works Department
Scott Munns, Public Works Department
Scott Luciano, Police Department
Jennifer Shapona, Public Works Secretary

Public in Attendance:

See attached "Sign-in Sheet"

2. APPROVAL OF MINUTES

Doris Maez requested the following changes to the August 3, 2005 meeting minutes:

1. On page 5 of 7, the wording in Item C3 needs to be changed from "direction" to "intersection".
2. Under "Public Comment" in Item B3, page 5 of 7, change "our business" to "her business".
3. On page 6 of 7, under "Public Comment", change from "which does not have parking enforcement" to "when there are no parking enforcement".
4. On page 7 of 7, Item B2, change the wording regarding the letter sent from the Bicycle and Pedestrian Committee as follows: as vehicles exit 380 near the Tanforan Mall to turn onto El Camino Real, there are basically four lanes of travel. The two left lanes are for vehicles to make a left turn and the two right lanes are for making a right turn. The STOP limit line for the left turn lanes needs to be moved back to make it safer for pedestrians. There should be staggered stop lines to promote better visibility.

5. On page 7 of 7, Item 8B, change “unsafe for cars” to “unsafe for pedestrians” and “STOP” sign needs to be changed to “stoplight”. The traffic light needs to be phased to give pedestrians more time to cross. Merrill Buck responded that the problem with the timing of this stoplight is a phasing issue. There is a green ball that allows for a turning motion and would need to be addressed by Caltrans because it is a state right-of-way. Merrill Buck stated he would be sending a letter to Caltrans on this issue.

The motion to approve the minutes with the noted corrections was presented by Doris Maez and seconded by Peter Jalilie. John Giuseponi was not present at the August meeting, so he abstained from voting. (M/ Maez, S/Jalilie: 4-0-0) Approved.

Merrill Buck introduced Frans Lind, Public Works Principal Engineer, as the new Traffic Engineer for the City.

3. COMMUNICATIONS FROM CITY COUNCIL

The City Council decided not to take action on red curbing on Darby Place, so City staff will send a letter to the Skyline Homeowners Association and ask them to come up with a striping plan.

4. OLD BUSINESS

A. Merrill Buck stated the Cypress Avenue Traffic Calming issue has progressed. TSPC members Sol Weiner and Stephen Pieraldi were able to gather information from the residents that did not respond to the mailed survey by going door to door and City staff now has responses from 61 of the 67 residents that live on the 100 and 200 blocks of Cypress.

Merrill Buck stated the San Bruno Fire Department’s response to the option of speed hump installation was the concern that the narrowness of Cypress Avenue already creates slower emergency response time and speed humps would increase the problem. Merrill Buck stated the important issues would be the establishment of a precedent in San Bruno regarding speed humps and their placement on Cypress Avenue.

Stephen Pieraldi commented that the residents and the Committee clearly want to do something. Police enforcement is a limited resource, so we must decide between a one-way street and speed humps.

Peter Jalilie stated he could see either a one-way street designation or speed humps as being beneficial. Precedents are not something we should be too concerned about.

Doris Maez thinks the one-way street designation would be a better solution.

Sol Weiner also favored the one-way street designation, especially for the danger of two cars coming down opposite sides of Cypress Avenue at the same time.

Stephen Pieraldi asked staff if there was an estimate on the timeline to implement the program? Merrill Buck responded that the City has contracts ready to go out to bid at the end of the month.

Frans Lind commented that the City staff could also paint the street speed limit and “STOP AHEAD” on the pavement as part of the project and this would help with the reduction of drivers running through STOP signs. Merrill Buck concurred.

Doris Maez asked about rumble dots on the pavement before the STOP sign. Merrill Buck replied that those are used in more dramatic situations and there is a noise frequency with their use to be considered.

PUBLIC COMMENT PERIOD OPENED

Ernie Aquilio, 132 Cypress Ave., stated he was in favor of the speed humps but would like the decision to be made based on factual information, like an engineering study, versus just how people feel. Since school has started the traffic is worse and a one-way street will make people drive faster.

John O'Shaunessy, 215 Cypress Ave., stated a one-way street is an open invitation to go faster. Speed humps are the soundest solution.

Steve Keneally, 220 Cypress Ave., stated that a one-way street would just make people drive faster. He would like speed humps.

Charles Cormany, 241 Cypress Ave., stated the one way street designation is being designed to run south to north, but why not make it north to south and make it more difficult to use? He stated speed humps are his preference. He also asked once the traffic calming is applied, how does the City gauge its effectiveness? Merrill Buck stated the City would use traffic counts and radar readings.

Sandy Fisher, 1077 San Felipe Ave., stated she lives at the corner of Cypress and see about 25% of the cars run the STOP sign. She'd prefer speed humps or ideally to have both a one-way street and the speed humps. She sees cars parked in red zones and on the sidewalk.

PUBLIC COMMENT PERIOD CLOSED

Merrill Buck stated the one-way street designation was recommended by staff due to the accident history of Cypress Avenue, which has 4 to 5 accidents per year. A one-way design with edge striping would make the street seem narrower and should slow people down. This would go with increased enforcement. If the City does both a one-way street designation and speed humps, this should be done incrementally. The City is leery of implementing speed humps, due to the precedent it will set for other neighborhoods.

Scott Munns asked if the Committee had discussed the issue with the School District? Stephen Pieraldi responded that he had met with Skip Johnson, the school principal, and Chuck Zelnick of the School Board. The school's policy is that the Cypress Ave. location is not a drop-off location, but many parents still use it.

John Giuseponi stated he'd like to do both a one-way and the speed humps.

Sol Weiner stated we could do a one-way and come back in 6 months and review the results.

John Giuseponi made a motion for Cypress Avenue southbound from Crystal Springs to San Felipe to be designated a one-way street and with two speed humps with the criteria that speed humps will be allowed only on streets of a certain width. Peter Jalilie seconded the motion.

Scott Munns confirmed that all the traffic would be directed to San Felipe Ave.? If you put all the volume onto San Felipe on an existing "T" intersection there will be a problem.

Motion rescinded by John Giuseponi, seconded by Stephen Pieraldi.

Sol Weiner asked if the speed humps would take parking space? Merrill Buck responded that the speed humps run gutter to gutter, so they would not affect parking. The design standard for the speed humps used in Redwood City is 14' wide. Staff would need to find a location where they would not be in front of a driveway or affect parking. In reviewing the design, there would be a need for a "BUMP" sign at the speed hump location, so limiting parking at the speed hump would improve visibility of the sign.

Doris Maez commented that certain streets in the Belle Air area might come forward to request speed humps, due to the narrowness of their streets. Merrill Buck stated that if the City decides to limit the street width requirement to 26', then Belle Air would be eliminated, because those streets are 28'.

Peter Jalilie asked if we could use the hill on Cypress as part of the criteria for speed humps?

Motion made by Stephen Pieraldi to accept the staff recommendation for a one-way street with the addition of speed humps as specified in the alternate plan with the addition of noting the application requirement is that the width of the street must be considered substandard.

Scott Munns voiced concern over the connection of speed humps and the width of the street. This would be limiting speed hump criteria in San Bruno.

Stephen Pieraldi made a motion to rescind the previous motion. John Giuseponi seconded it.

Scott Munns stated the uniqueness of Cypress Avenue is what is making this committee recommend both applications of a one-way street and speed humps, due to the narrowness of the street combined with the accident history. As far as setting a precedent, this could be a demonstration project in which the City could judge the results over time.

Stephen Pieraldi stated Cypress Avenue has a number of challenges, such as limited site distance, a crest of a hill, an incidence of traffic, the narrowness of the street.

Sol Weiner stated he'd like to include in the motion a report from the City staff in 6 months as to the results.

Stephen Pieraldi made a motion to create a demonstration project on Cypress Avenue that will implement the staff recommendation for a one-way street designation with the addition of an alternate plan to add speed humps to effect change on Cypress Avenue between Santa Lucia and Crystal Springs Road. The reasons for this are Cypress Avenue has a substandard width, there is a crest of a hill that causes a blind spot, there is a combination of two churches and a grade school on Cypress Avenue, and there is a large amount of cut through traffic. Included will be three reviews of this project at 6-month intervals and at the conclusion of these reviews, the results will be returned to the TSPC for review. John Giuseponi seconded the motion. (M/Pieraldi, S/Giuseponi: 5-0-0) Approved.

Doris Maez asked what criteria would be used to judge if this is a success? Scott Munns responded that the Committee should frame what would be considered the basis for a successful project.

Stephen Pieraldi made a motion to include the following guidelines as a judge of the success of the Cypress Avenue Traffic Calming Project: reduction in the amount of accidents and a reduction of overall speed on the street. Seconded by John Giuseponi. (M/Pieraldi, S/Giuseponi: 5-0-0) Approved.

5. NEW BUSINESS

A. A request by Planning Commission was submitted to review transportation and traffic circulation elements associated with the Treetops Apartments Redevelopment Project, as proposed in the initial study/draft mitigated negative declaration. Merrill Buck stated that City staff and the Planning Commission are requesting feedback from the TSPC, as this will be the first gated community in San Bruno and may affect traffic circulation. Merrill Buck reviewed the impact on adjacent signals and it does not seem very significant.

John Giuseponi asked what Merrill Buck recommended. Merrill responded that from a traffic perspective, what is being requested is reasonable.

Doris Maez commented that emergency vehicle access looks limited in the upper left area of the complex map. She'd like to know if there is access for fire hoses, gurneys, etc. Merrill Buck responded that the TSPC could forward this for review by the Fire Department.

B. Scott Munns stated the CIP Program was presented to the City Council at the last Council meeting and showed a future traffic signal at Shelter Creek Lane and San Bruno Avenue. The City staff is currently assessing this problem to see if an interim STOP sign would work to enhance safety. The City Council requested that Public Works locate internal funding sources to speed up the process of installing a stoplight at this location instead of waiting for grant money.

C. Peter Jalilie requested an update on the speed issue problem discussed at the last TSPC meeting regarding San Bruno Avenue from Huntington to El Camino Real. This is an important safety issue for pedestrians. Scott Munns replied that the re-striping issue that was considered for San Bruno Avenue was shared with the City Council. Peter Jalilie responded that he had sent an email to City Manager Connie Jackson, so he would send a copy of the email to Merrill Buck and Scott Munns for their review.

6. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

A. Stephen Pieraldi introduced an issue on South San Anselmo Avenue, based on a prior petition dated 11/7/01, of a STOP sign request that was rejected. The request was to place a STOP sign at Santa Domingo and San Anselmo Avenue. There is a six-block run of no STOP signs and this has allowed for high vehicle speed and a number of accidents in this area. There are also some large juniper bushes at this corner that require trimming in order to improve visibility.

PUBLIC COMMENT PERIOD OPENED

Charlie Miller Ly, 224 South San Anselmo Avenue, has seen accidents and lots of cars speeding through the streets around his home. He has already spoken to Police Captain Neil Telford about this issue. People drive about 50 mph and there is no STOP sign or crosswalk for people to cross safely, especially senior citizens and disabled people.

Scott Munns confirmed that this request has been turned down twice? Stephen Pieraldi concurred. The two areas where STOP signs were previously requested are San Marco Ave. and Santa Domingo Ave. and both locations were denied.

B. Stephen Pieraldi introduced a request for traffic calming on 3rd Avenue, which has become a natural bypass for vehicles. The request is for signage that states "Local Traffic Only" and for SamTrans to review their bus route on 3rd Avenue, which causes ongoing traffic backups. SamTrans has a bus run along Pine Street, so there may not be a need for the 3rd Avenue route. Stephen requested accommodation of the street signs first.

These issues will be reviewed by the TSPC and addressed at future meetings.

7. REPORT ON ALL STAFF-LEVEL TRAFFIC RELATED ISSUES OR ACTIONS -

None

8. REPORT OF COMMISSIONS, BOARDS AND COMMITTEES -

- A. Caltrain Grade Separation Project - Scott Munns stated the Committee members would receive a copy of the Power Point presentation presented to the City Council regarding the project for review in their next packet.
- B. Pedestrian and Bicycle Committee – Doris Maez stated the Committee is currently trying to get updates on how many residents walk and ride bikes in San Bruno.
- C. Felix Abberette introduced himself as a San Bruno resident and member of the Citizens Crime Prevention Committee. He wanted to invite the TSPC Committee members to attend an upcoming meeting and to share ideas on their related concerns of traffic and safety in the community. Meetings are held every second Tuesday of the month at City Hall.

9. ADJOURNMENT -

Motion: To adjourn the Traffic Safety and Parking Committee (TSPC) meeting until it's next regular scheduled meeting on October 5, 2005 at 6:00 p.m.

(M/Weiner, S/Jalilie): 5-0-0 - Approved. Meeting Adjourned, 8:00 pm.